

STATE OF ILLINOIS



ILLINOIS COMMERCE COMMISSION TRANSPORTATION DIVISION / RAIL SAFETY SECTION

Michael E. Stead

Rail Safety Program Administrator

April 5, 2001

Ms. Patricia D. Erhart
Neoga City Clerk
P.O. Box 248
Neoga, Illinois 62447-0248

Mr. Gary Kruger
Cumberland County Engineer
R.R. #1, Box 249B
Toledo, Illinois 62468

RE: DOT 289 160P, MP 185.00-M, 950N/TR67, South of Neoga, Cumberland Co.
DOT 289 161W, MP 185.65-M, 900N/TR85, South of Neoga, Cumberland Co.
DOT 289 162D, MP 186.15-M, 850N/TR85A, South of Neoga, Cumberland Co.

Dear Ms. Erhart and Mr. Kruger:

This is in response to your letter, dated March 26, 2001, concerning possible safety improvement options for the referenced crossings. It is my understanding you are responding to my letter of February 28, 2001, with which I summarized items discussed at a meeting held on February 16, 2001, in Senator Duane Noland's Springfield office.

Following a review of your letter, it appears further discussion is needed to resolve the issues related to improving safety at the subject crossings. At this time, however, I would like to address the items mentioned in your letter:

- 1) Construction of a new roadway from 850N to Trowbridge Road was not what we had proposed. I apologize if you misunderstood our proposal. As was explained in Senator Noland's office on February 16th, and reiterated in a phone call between Gary Kruger and Joe VonDeBur on March 26, 2001, this office is willing to recommend to the Commission that the Grade Crossing Protection Fund (Fund) be used to pay 100% of the costs for any two of the following three combinations:
 - a) A connecting roadway from 850N to 900N constructed along the railroad right-of-way.
 - b) A connecting roadway from 900N to 950N, excluding any costs for a waterway structure.
 - c) A connecting roadway from 900N into Neoga or to Trowbridge Road.
- 2) Assistance from the Fund for the connecting roadway would cover all of the costs for Engineering, ROW acquisition and Construction. Also included in these improvements would be the installation of automatic flashing light signals and gates at the 850N crossing. We would recommend the cost division for this work be 90% from the Fund and 10% from the Railroad. Upon the completion of the new connecting road, the 900N and 950N crossings would be closed

Ms. Patricia D. Erhart and Mr. Gary Kruger

April 5, 2001

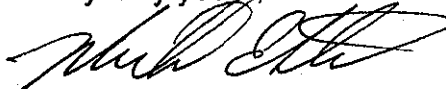
Page Two

thereby eliminating any possibility of train obstruction or train/vehicle collisions at these two locations.

- 3) The Commission does not have the authority to require a railroad to relocate the existing passing track. Any negotiation in regard to this matter should be addressed to the Canadian National/Illinois Central Railroad Company.
- 4) This office received Crossing Safety Improvement Program (CSIP) applications for the subject crossings. Following receipt of the applications a meeting was held on February 15, 2000, in the City of Neoga. The February 22, 2000, letter was a reiteration of issues discussed at that meeting, and a formal request for estimates for improvements agreed upon at that meeting. That the projects were listed in our FY2001-2005 CSIP (Appendix 2, page 2, "Automatic Flashing Light Signals and Gates; Close Crossing") should be viewed as an indication of our commitment to improve safety at these locations. However, when we received no response to our 2/22/2000 letter, we had to assume you were no longer interested in pursuing the improvements. Thus, the projects were not considered for the Commission's FY 2002-20006 CSIP. The parties involved (Township, City, County and Railroad) were notified of this via a letter from this office, dated January 23, 2001.
- 5) Installation of automatic flashing light signals and gates at each of the subject crossings is possible. However, the local highway agency with jurisdiction of the roadways in question would likely be responsible for a portion of the project costs. The standard cost division we apply to projects of this type is 85% from the Fund, 10% from the local highway agency, and 5% from the railroad. At an estimated cost of \$150,000 per crossing, the installation of automatic warning devices at each of the three crossings would likely cost the local roadway agency approximately \$45,000 (\$15,000 per crossing).

I trust this information will be helpful. If you have any questions, or need additional information, please contact Joe VonDeBur, Railroad Safety Specialist, at 217/557-1286 or jvondebu@icc.state.il.us.

Very truly yours,



Michael E. Stead
Rail Safety Program Administrator

JV

cc: Honorable Duane Noland, State Senator
Honorable Bill Mitchell, State Representative
Mr. Dave Johnston, Neoga Township Hwy. Commissioner
Michael Baer, ICC
Tom Zeinz, CNIC Railroad ✓

STATE OF ILLINOIS



TRZ
FYI
JCS
1/26

ILLINOIS COMMERCE COMMISSION
TRANSPORTATION DIVISION / RAIL SAFETY SECTION

Michael E. Stead

Rail Safety Program Administrator

January 23, 2001

Mr. J.C. Binder
Division Field Engineer
Canadian National/Illinois Central RR Co.
1920 Marion
Mattoon, Illinois 61938

Mr. Gary Kruger
Cumberland County Engineer
P.O. Box 249B
Toledo, IL 62468

Mr. Dave Johnson
Neoga Township Highway Commissioner
P.O. Box 263
Neoga, IL 62447

Honorable Gary Mercer
Mayor of Neoga
P.O. Box 248
Neoga, IL 62447

RE: Proposed safety improvements at Highway/Rail grade crossings in the Neoga area.

Gentlemen:

On February 22, 2000, this office sent a letter (copy attached) to your attention regarding the referenced subject. To date we have received no formal responses, no estimates and no alternate plans or suggestions.

Since none of the parties involved have responded to our letter, we must assume there is no interest in pursuing the proposed crossing improvements. In light of this perceived lack of interest, we are removing the proposed project from the Commission's Crossing Safety Improvement Program. If an agreement can be reached between the interested parties a Grade Crossing Protection Fund, Public Grade Crossing Project Application (copy attached) or a petition requesting safety improvements at the subject crossings, should be submitted to this office. Any project request received, which would best serve public safety, will be scheduled as the funds become available. If you have any questions, please contact Joe VonDeBur, Railroad Safety Specialist, at 217/557-1286.

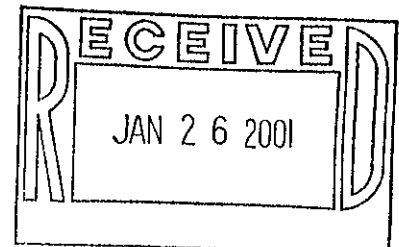
Very truly yours,

Michael E. Stead
Railroad Safety Program Administrator

JJV

cc: Senator Duane Noland

Attachments



- b. The connecting road would begin on the west side of the crossing at TR 67, and continue due north to Neoga, along a current field lane, and connect into Elm Avenue in Neoga.
- c. The connecting road would run along the Cumberland/Shelby County line, between TR 67 and County Highway 1.
- d. The connecting road would run along a property line east of the county line, between TR 67 and County Highway 1.

It is our understanding that the railroad intends to file a Petition with the Commission requesting permission to complete the work outlined above. After the Petition is filed, a date for a Commission hearing on this matter will be set. All parties, as well as the general public, will be notified.

Neoga Township, the City of Neoga, and/or Cumberland County should determine which alternative is best for the TR 67 connecting road, and prepare plans and estimates for both connecting roads. Plans and estimates will be required to be submitted at the Commission's hearing in this matter.

Please contact Lisa Kramer, Railroad Safety Specialist, at 217-557-1287, if you have any questions.

Very truly yours,



Daniel S. Drewes
Railroad Safety Program Administrator

cc: Mr. Jim Bender, ICRR
Mr. Jeff Harpring, IDOT

STATE OF ILLINOIS



cc: J.C. BINDER
FBI
TR2 3/5

ILLINOIS COMMERCE COMMISSION
TRANSPORTATION DIVISION / RAIL SAFETY SECTION

Michael E. Stead

Rail Safety Program Administrator

February 28, 2001

cc: R.A. VERKLEEN

Ms. Patricia D. Erhart
Neoga City Clerk
P.O. Box 248
Neoga, Illinois 62447-0248

Mr. Gary Kruger
Cumberland County Engineer
R.R. #1, Box 249B
Toledo, Illinois 62468

RE: DOT 289 160P, MP 185.00-M, 950N/TR67, South of Neoga, Cumberland Co.
DOT 289 161W, MP 185.65-M, 900N/TR85, South of Neoga, Cumberland Co.
DOT 289 162D, MP 186.15-M, 850N/TR85A, South of Neoga, Cumberland Co.

Dear Ms. Erhart and Mr. Kruger:

This letter is in follow-up to a meeting held on February 16, 2001, in Senator Duane Noland's office in Springfield, to discuss the options for improving safety at the referenced public highway/rail grade crossings. We appreciated having the opportunity to discuss the issues with both of you. Following is a brief summary of options discussed at the meeting:

1. Keep all three crossings open and install automatic flashing light signals and gates ("AFLS&G") at each location.
2. Close the 950N crossing and construct a connecting road north into, or near, Neoga. (This project could be done as a stand-alone project or as a phase of a larger project.)
3. Close the 900N crossing, construct a connecting road south to 850N and install AFLS&G at 850N. (This could also be done as a stand-alone project or as Phase II of a Option 2/Option 3 project.)
4. Close the 900N crossing and construct a connecting road north to 950N. This would be done in conjunction with Option 2 so that the connecting roadway would reach into/near Neoga. (This could be done as Phase II of an Option 2/Option 4 project.)

Option 1 is a type of project normally handled by the use of the Commission's Stipulated Agreement Process. The costs would be divided 85% to the Grade Crossing Protection Fund ("Fund"), 10% to the Local Agency sponsoring the project, and 5% to the Railroad. The Railroad would also assume responsibility for all operating costs associated with the new automatic warning devices. For a project of this type involving

multiple tracks and two railroads, the addition of AFLS&G could be in the \$200,000 range for each crossing. With three crossings, the Local Agency portion of the costs would be approximately \$60,000, plus any necessary highway approach improvement costs.

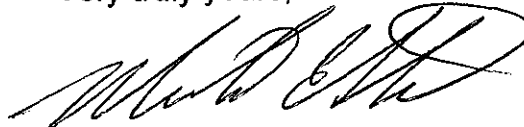
Options 2, 3 and 4 can be accomplished via the Stipulated Agreement process, if the Township agrees to vacate/abandon the roadway adjacent to each crossing. If the Township chooses not to abandon the roadways, a Petition would have to be filed for the closures. In the case of Options 2 or 3, we would recommend the Fund pay for the cost of the connecting road, including engineering, up to the cost of installing AFLS&G at the closed crossing.

For Option 4, we would recommend the Fund pay 100% of the cost to build a connecting roadway, including engineering costs, from the 900N crossing northward to the 950N crossing/connecting road (Option 2). Construction of the roadway between 900N and 950N would also require the addition of a waterway structure. The costs for this structure, both engineering and construction, would be borne by the local roadway authority (in this case Neoga Township).

Enclosed you will find a Rail Crossing Safety Improvement Program, *Public Grade Crossing Application* for your use (also available on the Commission web site at www.icc.state.il.us/icc/rr/crossing.asp). An application should be completed for each crossing at which you would like to propose changes.

If you have any questions, or need additional information, please contact Joe VonDeBur, Railroad Safety Specialist, at 217/557-1286 or jvondebu@icc.state.il.us.

Very truly yours,



Michael E. Stead
Rail Safety Program Administrator

JV

cc: Mr. Dave Johnson, Neoga Township Hwy. Commissioner
Honorable Duane Noland, State Senator
Honorable Bill Mitchell, State Representative
Michael Baer, ICC
Tom Zeinz, CNIC Railroad

Enclosures

ILLINOIS COMMERCE COMMISSION
CROSSING SAFETY IMPROVEMENT PROGRAM
GRADE CROSSING PROTECTION FUND PROJECT INFORMATION
Public Railroad/Highway Grade Crossings

I. General Information

Applicant Type: ☐ City ☐ Village ☐ Town ☐ County ☐ Township ☐ Railroad
Resubmission: ☐ Yes ☐ No Company Name: _____
Applicant Name: _____ Population: _____
Chief Elected Official: _____ Title: _____
Business Address: _____
City: _____ State: _____ Zip: _____
Business Phone: _____ Business Fax: _____
Email Address (if applicable): _____

II. Project Administrator

Contact Person: _____ Title: _____
Company: _____
Address: _____
City: _____ State: _____ Zip: _____
Business Phone: _____ Business Fax: _____
Email Address (if applicable): _____

III. General Project Information

(Note: Attach separate sheet listing all crossings if applying for more than one crossing improvement)

County: _____ ☐ In City ☐ Near City City: _____
Street / Roadway Name: _____
Railroad: _____ Crossing Number: _____ Railroad Milepost: _____
Average Daily Traffic (ADT): _____ Daily Train Traffic: _____
(Number of Cars per Day over the Crossing) (Number of Trains per Day)
Number of School Buses over Crossing per Day: _____
Do vehicles carrying hazardous materials use crossing: ☐ Yes ☐ No
If yes, list the type and approximate number of hazardous material vehicles per day:

Number of tracks through crossing: _____

Distance to and street name of the two nearest existing grade separations from location being applied for:

Crossing is currently: ☐ A grade Separation ☐ An at-grade crossing ☐ No crossing

Existing warning devices at crossing:

☐ None ☐ Stop signs only ☐ Crossbucks only
☐ Automatic flashing light signals ☐ Automatic flashing light signals with gates
☐ Center median or median barriers ☐ Other (please specify) _____

Are railroad signals interconnected with traffic signals at this location: ☐ Yes ☐ No ☐ N/A

If crossing is currently a grade separation, provide the following information:

☐ Highway over railroad ☐ Highway under railroad
Number of traffic lanes _____ Width of pavement _____
Vertical clearance _____

IV. Project Location Map and/or Photographs

A project location map shall be included in the application. The project location map should show the crossing(s) for which application is being made, as well as any other improvements that are being submitted in conjunction with this application. If project is a part of a "corridor" project, indicate the limits of the entire "corridor" on the map. Paper size shall not exceed 11 x 17 inches. **Please provide a photograph of the existing crossing.**

V. Project Summary.

Application to (check all that apply):

- | | |
|---|---|
| <input type="checkbox"/> Upgrade circuitry | <input type="checkbox"/> Interconnect railroad and traffic signals at nearby intersection |
| <input type="checkbox"/> Close adjacent crossing | <input type="checkbox"/> Construct a connecting road between crossings |
| <input type="checkbox"/> Upgrade warning devices | <input type="checkbox"/> Construct barrier medians at crossing |
| <input type="checkbox"/> Other (please specify) _____ | |

Is application for: ☐ Design only ☐ Construction only ☐ Design and construction

Is application part of a larger "corridor" project: ☐ Yes ☐ No

Use the space below to provide a narrative of the proposed project. Items to include in this section are extenuating circumstances unique to this crossing, such as heavier seasonal traffic, visibility restrictions caused by trees, buildings, etc., proximity of schools and public buildings, etc., which explain why this crossing should be funded. Explain any work to be done by the local agency, such as roadway improvements in the immediate vicinity of the grade separation project. Approximate costs should be listed for each item of work to be done.

VI. Evidence of Community Effort and Support

Any preliminary engineering or planning studies, along with cost estimates, that have been prepared for this project should be included with your application. List any past efforts to improve safety at railroad crossings within applicant's jurisdiction. If any studies have been done regarding railroad crossing elimination or consolidation, include that information.

VII. Financial Need

This narrative should justify the local government's need for GCPF assistance. One copy of the applicant's most recent financial audit should be included with your application (local government agencies only).

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.

VIII. Project Schedule

Provide information on when this project is anticipated to commence, or when improvements should be implemented. Give an approximate timeline listing key milestones concerning the design and/or construction phases of the project.

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.

the Sullivan school board. Superintendent Richard Voltz said board members approved the purchase of security cameras for the elementary school and the high school. These cameras will cost a total of \$40,623.80, according to Voltz.

He said the costs will be absorbed by a \$50,000 "Safe School" grant the district recently received. The district must match 10 percent of this grant amount, or \$5,000, to receive the money, Voltz said.

"The remainder of the (grant) money ... will be spent on identification signs for the buildings," Voltz said. "Also, we have an after-school program for students to stay after school for remedial help,

Voltz said this conference will mirror the Okaw Conference that the Sullivan High School plays in, and the middle school will be playing about the same teams. He said he didn't know whether this new conference had a name or not.

The board employed an insurance consultant to bid out the district's property and liability insurance. This consultant will receive a one-time fee of \$1,990, and is employed by the Insurance Audit and Inspection Company from Indianapolis, Voltz said.

A five-year contract with a company that performs maintenance work upon the district's computers was also approved Monday, according to Voltz. Quality

Another bid to supply gravel to maintain city streets was awarded to Charles Heuerman Trucking of Leutopolis, with a bid of \$17,000. Both of these bids were the lowest bids submitted for the jobs.

The council also awarded a bid for a new cooling tower at Sullivan's electric department to Midwest Machinery Co. for \$44,974, according to City Treasurer Sue Buttry.

The possibility of establishing an emergency aid program, along with the Illinois Municipal Utilities Association, was discussed by council members

Network Systems will receive \$40,000 annually from the district; Voltz said this cost would rise 3.5 percent in the contract's third, fourth and fifth year.

Monday's board meeting

started at 8:30 p.m. because of a high school basketball game. The board was scheduled to discuss Voltz's job performance review at its regular January board meeting, but time constraints pre-

cluded this from taking place. Voltz said a closed-session discussion of the 2000-2001 school budget lasted until midnight Monday, so this action was again pushed back to a later date.

— Jeff Kelly

NEOGA

BY DAWN SCHABING
Staff Writer

NEOGA — Representatives of the Illinois Commerce Commission, railroad, city, township and county met Tuesday to address concerns about three steep-graded railroad crossings south of Neoga.

About 15 people gathered and planned to attend but were told by ICC Railroad Safety Specialist Joe VonDeBur the meeting was called to discuss options with roadway officials, and not the public.

The three crossings being discussed are at Cumberland County roads 850N, 900N and 950N near Neoga.

VonDeBur spent about 20 minutes talking with residents, mostly those who reside south of Neoga where the crossings in question are located, before meeting with roadway professionals.

This later meeting was not open to the public.

"We want to discuss options for crossing protection in this area. The rail line that goes through here handles both passenger and freight. We'd like to make sure every passenger crossing is sufficiently protected," said VonDeBur.

But, if a decision is made to close a crossing, a public hearing will be held, and the hearing will be announced in an area newspaper.

Residents encouraged VonDeBur to hold a public meeting and allow residents to air its concerns. When it didn't happen, the impromptu public meeting sparked complaints.

"It is common knowledge here that trains illegally block these particular crossings on a very regular basis," said Ken Walk. "My customers cannot come to my

business because of it," said Walk, owner of Walk Accounting in Neoga.

Walk complained that even calls to the county police, state police and ICC have not corrected the problem.

VonDeBur said it is up to local law enforcement to ticket the train engineers when they illegally block a crossing.

"The first thing we'd like to see is for them to be a good neighbor," said Walk.

County Engineer Gary Kruger, who was a part of the roadway professionals meeting, later said the ICC and railroad want to address safety concerns and update signaling at the crossings.

"Essentially it's the same thing they wanted in 1998. They want to add computerized circuitry to eliminate the delay of gates being down when trains are not on the

tracks," said Kruger.

Kruger said there's a concern about gates being down while a slow freight train makes its approach, causing people to either go around gates illegally or be tied up by the gates. The circuitry timing of gates should alleviate long delays while gates are down.

The Canadian National/Illinois Central Railroad and the ICC requested costs of road construction be figured to reroute traffic to access roads, should the decision to close any of the crossings be made, said Kruger.

"We expressed we didn't want any crossings closed, but we'd rather have them signalized," said Kruger. Illinois Central Railroad and ICC would share the costs of road construction if it determines closing the crossings is the solution.

The meeting addressed the concern for both safety of people on

trains and those crossing tracks. The construction of access roads are being considered and include how it could better serve emergency vehicle traffic.

"What they are trying to do will hopefully benefit the majority of the people," said Kruger.

Both Kruger and Neoga City Clerk Pat Ehrhart said there will be public meetings about the crossings in the future.

"The city will hold an open meeting on this subject. We want the public to be aware of this every step of the way," said Ehrhart.

Ehrhart and Mayor Richard Kepp were included in Tuesday's meeting. Also included were Jim Binder of Canadian National/Illinois Central Railroad, Dave Johnson, Neoga Township road commissioner, and Tim Mayhall, city street commissioner.

February 16, 2000

Times-Courier Charleston, Ill.

ICC calls for options on three railroad crossings

YOU ARE CURRENTLY RECEIVING A TELECOPY FROM THE:

ILLINOIS COMMERCE COMMISSION
TRANSPORTATION DIVISION

RAILROAD SECTION
2ND FLOOR
527 E. CAPITOL AVE., P.O. BOX 19280
SPRINGFIELD, ILLINOIS 62794-9280
TELEPHONE (217) 782-7660
FAX (217) 785-7404

MACHINE TYPE: SHARP FG-510

DATE: 24 JAN 2000 TIME: 12:15 PM

TO:

NAME: Tom Zeinz (cc: Jim Binder)

COMPANY: CN / IC

TELECOPIER NUMBER: 708/206-3084 (217/234-2716)

COMMENTS: FYI: Re Neoga closures &
Conn. roads

FROM:

NAME: Joe VonDeBur 217/557-1286

1 PAGES WILL FOLLOW THIS TRANSMITTAL SHEET

IF ALL OF THE PAGES ARE NOT RECEIVED OR THERE IS ANY OTHER
PROBLEM WITH THIS TRANSMITTAL, PLEASE CALL:

NAME OF SENDER 217/
TELEPHONE NUMBER

THANK YOU

faxsheet.rr

LAW OFFICES

ANCEL. GLINK, DIAMOND, COPE & BUSH, P.C.

140 SOUTH DEARBORN STREET
THE MARQUETTE BUILDING
SIXTH FLOOR
CHICAGO, ILLINOIS 60603
312 / 782-7606
FAX 312 / 782-0943

DUPAGE COUNTY OFFICE
511 WEST WESLEY STREET
WHEATON, ILLINOIS 60187
(630) 682-4047
FAX (312) 782-0943

LAKE COUNTY OFFICE
415 WEST WASHINGTON STREET
SUITE 202
WAUKEGAN, ILLINOIS 60085
(847) 244-8682
FAX (847) 244-8671

ILLINOIS COMMERCE COMMISSION
RAILROAD DIVISION

JEFFREY D. GREENSPAN
EXT. 321

February 16, 1999

Daniel S. Drewes
Railroad Safety Program Administrator
Illinois Commerce Commission
527 East Capitol Avenue
P. O. Box 19280
Springfield, IL 62794-9280

Re: Crossing File for TR 67
Crossing of the Illinois Central's Main Track
TR-67, DOT #289160P and TR-85, DOT #289161W
Both Located South of Neoga, Cumberland County, Illinois

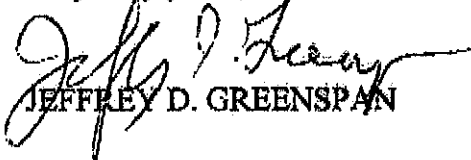
Dear Mr. Drewes:

Please be advised that we represent the City of Neoga. It is our understanding that the Illinois Central Railroad is currently considering a proposal to eliminate these grade railroad crossings at the above locations. Previously, you had forwarded to the City's office a request for proposal alternative roadways to service the existing roadways which now cross the railroad tracks.

The City has reviewed your request and determined that it is not in the best interest of the public, the specific property owners or the City to close the two proposed railroad crossings. Further, the public interest would be best served by maintaining them as open and, therefore, the City can make no recommendation at this time with regard to alternative roads.

The City would be happy to discuss the matter further with the Commission, IDOT and the railroad about this matter.

Very truly yours,


JEFFREY D. GREENSPAN

cc: Lisa Kramer - Illinois Commerce Commission
Glenn A. Braden, Esq. - Braden Law Office
Hon. Richard E. Kepp, Mayor - City of Neoga
Stewart H. Diamond, Esq.

IDG:\CA\WP61\GREENSPAN\NEOGA\RR-CROSSING\DREWES.CRI\1546595.001

STATE OF ILLINOIS



ILLINOIS COMMERCE COMMISSION

November 17, 1998

Mr. Tom Zeinz
Engineer Public Works
Illinois Central Railroad Company
17641 South Ashland Avenue
Homewood, IL 60430-1345

Mr. Gary Kruger
Cumberland County Engineer
P.O. Box 249B
Toledo, IL 62468

Mr. Dave Johnson
Neoga Township Highway Commissioner
P.O. Box 263
Neoga, IL 62447

Mr. James Short
Mayor
City of Neoga
P.O. Box 248
Neoga, IL 62447

cc: K.L. NOVAKO
J.T. SHARKEY
J.C. BINDER
D.A. LOWE
AS INFO
TRZ 11/24

RE: TR 67, DOT 289 160P
TR 85, DOT 289 161W
TR 85A, DOT 289 162D

Gentlemen:

On October 28, 1998, a meeting was held to discuss the signalization of the TR 85A crossing, and the closure of the TR 67 and TR 85 crossings. This meeting was attended by Mr. Jim Binder of the Illinois Central Railroad Company, Mr. Gary Kruger, Cumberland County Engineer, Mr. Dave Johnson, Neoga Township Highway Commissioner, Jeff Harpring of the Illinois Department of Transportation, and Lisa Kramer of the Illinois Commerce Commission.

The proposed project would include installation of automatic flashing light signals and gates at TR 85A, construction of a connecting road between the TR 85 and TR 85A crossings, a distance of approximately 0.5 miles, and construction of a connecting road as part of the TR 67 closure.

The connecting road between TR 85 and TR 85A would parallel the tracks between the two crossings. Some railroad right-of-way may need to be obtained for this connecting road. A connecting road is also proposed for the TR 67 crossing closure. Several alternatives were discussed for this connecting road as follows:

- a. The connecting road would begin on the west side of the crossing at TR 67, and parallel the railroad tracks to the north. The road would then end at either Walnut Avenue or Chestnut Avenue in Neoga. This alternative may require obtaining right-of-way from the railroad.

- b. The connecting road would begin on the west side of the crossing at TR 67, and continue due north to Neoga, along a current field lane, and connect into Elm Avenue in Neoga.
- c. The connecting road would run along the Cumberland/Shelby County line, between TR 67 and County Highway 1.
- d. The connecting road would run along a property line east of the county line, between TR 67 and County Highway 1.

It is our understanding that the railroad intends to file a Petition with the Commission requesting permission to complete the work outlined above. After the Petition is filed, a date for a Commission hearing on this matter will be set. All parties, as well as the general public, will be notified.

Neoga Township, the City of Neoga, and/or Cumberland County should determine which alternative is best for the TR 67 connecting road, and prepare plans and estimates for both connecting roads. Plans and estimates will be required to be submitted at the Commission's hearing in this matter.

Please contact Lisa Kramer, Railroad Safety Specialist, at 217-557-1287, if you have any questions.

Very truly yours,



Daniel S. Drewes
Railroad Safety Program Administrator

cc: Mr. Jim Bender, ICRR
Mr. Jeff Harpring, IDOT

July 2, 1998
Neoga, IL - PF

To: T. R. Zeinz

From: A. V. Skrodal

Subject: Grade Crossing Improvements / Closures
TR 67, DOT-289 160P, ICRR Milepost 185.00 - close
TR 85, DOT-289 161W, ICRR Milepost 185.65 - close
TR 85A, DOT-289 162D, ICRR Milepost 186.15 - install gates
Neoga, IL
Cumberland County

Attached are several copies of the estimate for the signal work to install automatic flashing light signals with gates at TR 85A.

A. V. Skrodal
Signal Planning Engineer

ILLINOIS CENTRAL RAILROAD
ENGINEERING DEPARTMENT
OFFICE OF GENERAL MANAGER-C&S

Neoga, IL

Est 1010-801

Estimated cost of Signal work to install FLS & Gates at TR 85A.

Northern Region

Val Sec Il-1

ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
=====				
FAPG				

CABLE, 2c/6 TW., 120-D (O)	2000.	FEET @	0.68	1360.00
CABLE, 3c/6, 121-L (O)	125.	FEET @	1.43	178.75
CABLE, 7c/6, 121-N (O)	250.	FEET @	3.32	830.00
CABLE, 5c/14, 121-B (O)	250.	FEET @	1.00	250.00
CABLE, 7c/14, 121-C (O)	3000.	FEET @	1.38	4140.00
LANDFILL	1.	L.S. @	500.00	500.00
MISC. SIGNAL MATERIAL	1.	L.S. @	500.00	500.00
<u>CROSSING MATERIALS PACKAGE</u>				
GCP3000, 80000-112	1.	EACH @	12202.00	12202.00
GCP3000, 80000-113	1.	EACH @	10588.00	10588.00
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PSO BATTERY CHOKE, 7A360	2.	EACH @	218.00	436.00
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RELAY, ST, 500 OHM, 400004	4.	EACH @	504.00	2016.00
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ERICO SURGE PROTECTION	1.	LOT @	2000.00	2000.00
WAGO TERMINATION EQUIPMENT	1.	LOT @	500.00	500.00

Neoga, IL

Est 1010-801

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EQUIPMENT RACK	3. EACH @	311.00	933.00
FLS & GATE ASSEMBLY	1. EACH @	6496.00	6496.00
FLS & GATE ASSY W/1 SIDELITE	1. EACH @	7310.00	7310.00
ARM, EZ GATE, 16-24'	2. EACH @	425.00	850.00
GATEKEEPER, SK-1000	2. EACH @	1689.00	3378.00
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COMPOSITE ADD.-ENG 1.0088 -ACCT 1.0706	4444.40
SUBSISTENCE	3000.00
RENTAL OF EQUIPMENT	2400.00
POWER TAP	1500.00
CONTINGENCIES	14144.66

TOTAL COST	155590.00

ILLINOIS CENTRAL RAILROAD
ENGINEERING DEPARTMENT
OFFICE OF GENERAL MANAGER-C&S

Neoga, IL

Est 1010-801

Estimated cost of Signal work to install FLS & Gates at TR 85A.

Northern Region

Val Sec Il-1

ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
=====				
FAPG				

CABLE, 2c/6 TW., 120-D (O)	2000.	FEET @	0.68	1360.00
CABLE, 3c/6, 121-L (O)	125.	FEET @	1.43	178.75
CABLE, 7c/6, 121-N (O)	250.	FEET @	3.32	830.00
CABLE, 5c/14, 121-B (O)	250.	FEET @	1.00	250.00
CABLE, 7c/14, 121-C (O)	3000.	FEET @	1.38	4140.00
LANDFILL	1.	L.S. @	500.00	500.00
MISC. SIGNAL MATERIAL	1.	L.S. @	500.00	500.00
<u>CROSSING MATERIALS PACKAGE</u>				
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PROGRAMMABLE ISLAND, 80211,	2.	EACH @	1225.00	2450.00
RECORDER INTERFACE, 80025	3.	EACH @	225.00	675.00
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PSO BATTERY CHOKE, 7A360	2.	EACH @	218.00	436.00
AC/DC TRACK CIRCUIT	1.	EACH @	471.00	471.00
RELAY, ST, 500 OHM, 400004	4.	EACH @	504.00	2016.00
RELAY, ST, 4 OHM, 400011	1.	EACH @	504.00	504.00
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RESISTOR, ADJUSTABLE	8. EACH @	30.00	240.00
EQUIPMENT RACK	3. EACH @	311.00	933.00
FLS & GATE ASSEMBLY	1. EACH @	6496.00	6496.00
FLS & GATE ASSY W/1 SIDELITE	1. EACH @	7310.00	7310.00
ARM, EZ GATE, 16-24'	2. EACH @	425.00	850.00
GATEKEEPER, SK-1000	2. EACH @	1689.00	3378.00
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CONTINGENCIES	14144.66

TOTAL COST	155590.00

ILLINOIS CENTRAL RAILROAD
ENGINEERING DEPARTMENT
OFFICE OF GENERAL MANAGER-C&S

Neoga, IL

Est 1010-801

Estimated cost of Signal work to install FLS & Gates at TR 85A.

Northern Region

Val Sec Il-1

ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
=====				
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CABLE, 7c/6, 121-N (O)	250.	FEET @	3.32	830.00
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Neoga, IL

Est 1010-801

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ILLINOIS CENTRAL RAILROAD
ENGINEERING DEPARTMENT
OFFICE OF GENERAL MANAGER-C&S

Neoga, IL

Est 1010-801

Estimated cost of Signal work to install FLS & Gates at TR 85A.

Northern Region

Val Sec 11-1

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Neoga, IL

Est 1010-801

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CONTINGENCIES	14144.66

TOTAL COST	155590.00

February 13, 1998

Mr. Daniel S. Drewes
Railroad Safety Program Administrator
Illinois Commerce Commission
P. O. Box 19280
Springfield, IL 62794-9280

SUBJECT: GRADE CROSSING IMPROVEMENTS/CLOSURES
TR-67, DOT# 289 160P, MILEPOST 185.00
TR-85, DOT# 289 161W, MILEPOST 185.65
TR-85A, DOT# 289 162D, MILEPOST 186.15
(South of) Neoga, IL
Cumberland County

Dear Mr. Drewes:

This is to acknowledge receipt of your letter of February 6, 1998 concerning the above referenced crossings.

Please advise whether it is anticipated either of the proposed connecting roads would be built all or in part on Railroad right-of-way. If so, we will have to assess whether and how much of our right-of-way could be made available and if other facilities would be affected.

Upon your reply, we will commence preparation of any needed railroad plans and estimates and a covering petition.

Sincerely,

T. R. ZERNZ
Engineer-Public Works

bcc: Mr. J. T. Sharkey - Please arrange for preparation of estimate to install AFLS w/gates at TR85A. How close the proposed connecting road is to the tracks could affect whether to include sidelights. I'll pass along whatever I find out.

Mr. D. A. Lowe
Mr. K. L. Novander
Mr. G. L. Paris
Mr. J. C. Binder -

Please find out what you can regarding the proposed connecting roads. Also, please determine and advise what work items should be included in estimate of our costs to close and eliminate remaining portions of TR-67 and TR-85 on our ROW.

Mr. M. D. Chapman
Mr. L. N. Watkins



ILLINOIS COMMERCE COMMISSION

February 6, 1998

Mr. Tom Zeinz
Engineer Public Works
Illinois Central Railroad Company
17641 South Ashland Avenue
Homewood, IL 60430-1345

Mr. Gary Kruger
County Engineer
P. O. Box 249B
Toledo, IL 62468

Mr. Dave Johnson
Neoga Township Highway
Commissioner
P. O. Box 263
Neoga, IL 62447

Mr. James Short
Mayor
City of Neoga
P. O. Box 248
Neoga, IL 62447

Gentlemen:

On July 10, 1996, a meeting was held to discuss the possible improvement and closure of several Illinois Central Railroad Company crossings at various locations in Cumberland County between Neoga and the Cumberland-Shelby County line.

The following is a list of the crossings addressed at this meeting and proposed improvements for each crossing.

- 1) TR 67 (DOT 289 160P), located immediately south of the City of Neoga-proposed for closure to vehicular traffic with a connecting road constructed parallel to and west of the railroad's tracks northerly to connect with a street in the City of Neoga. It is staff's understanding that the City of Neoga is responsible for the development of plans for this connecting road.
- 2) TR 85 (DOT 289 161W), the next crossing to the southwest-proposed for closure with a connecting road constructed parallel to and west of the railroad's tracks southerly to TR 85A, a distance of 0.5 miles. It is staff's understanding that Neoga Township through the Township Highway Commissioner is responsible for the development of plans for this connecting road.

- 3) TR 85A (DOT 289 162D), located 1 mile south of Neoga-proposed for the installation of automatic flashing light signals and gates.

The CH 12 crossing (DOT 289 163K) is the subject of a pending Commission Stipulated Agreement for the installation of automatic flashing light signals and gates and the reconstruction of the highway approaches to the crossing. Federal funds have been approved for the installation of automatic flashing light signals and gates. Once staff receives estimates of cost from the railroad for the warning device installation it will prepare the Stipulated Agreement and submit it to the parties for execution.

Please advise Bob Berry of my staff at 217-785-8434 of any corrections to the list. It is staff's understanding that the railroad will file a Petition with the Commission requesting an Order requiring that the aforementioned improvements be made at the TR 67, TR 85 and TR 85A crossings.

Very truly yours,



Daniel S. Drewes
Railroad Safety Program
Administrator

rsb

cc: Jim Binder
IC Railroad